

ATTACHMENT 5 – DFG-OSPR TIMELINE

DFG

Chronology of Events for COSCO BUSAN Incident

The State Incident Commander for the COSCO BUSAN spill is pleased with the response of the state agencies involved in this incident. Response times were initiated in a very rapid manner and agency reporting was done in accordance with state and federal laws. The following brief is provided as an overview of the initial actions taken by the Department of Fish and Game both independently and within the unified command.

- 0830 – First documentation of container ship Cosco Busan hitting the San Francisco Bay Bridge piling. This was reported by USCG Vessel Traffic Service (VTS) to USCG sector command.
- 0925 – Lt. Roberts(DFG) and warden Ajari (DFG) arrive on scene at sector SF, Yerba Buena Island and are notified of vessel impact with bridge. No information on release of oil.
- 0930 – Lt. Roberts sends investigators to check the area of the west span of the Bay Bridge and the SF Ferry terminal area.
- 0945 – DFG/OSPR dispatch is contacted to determine specifics of incident through the state OES warning center notification. Dispatch does not have an OES report at this time.
- 0945 – Lt. Roberts assumes state IC for the incident and asks for full DFG Field Response Team (FRT) activation.
- 0945 – Unified Command was established with USCG at YBI.
- 0951 – Lt. Roberts notified DFG/OSPR deputy administrator of vessel impact. No report on quantity of oil at this time.
- 1002 – Lt. Roberts tries to determine the QI for the ship. Initial report from USCG is that the Oil Spill Response Organization (OSRO) is MSRC.
- 1050 – Warden Ajari (DFG) confirms that there is moderate oil along San Francisco Ferry Building.
- 1054 – USCG pollution team on the vessel relay that ship engineers report approximately 146 gallons of product was discharged into the bay.
- 1055 – UC is notified that there are two skimming vessels on scene and have commenced on water skimming activities.
- 1055 – Obrien's group is identified as QI for incident, however, no one is on scene.
- 1100 – Lt. Roberts asked for Oiled Wildlife Care Network (OWCN) to be placed on standby.
- 1126 – Obrien's group reports that four boats and one skimmer are dispatched and will be on scene in a few minutes.
- 1131 – Lt. Roberts requests documentation for response activities from Lisa Vandenput.

Chronology of Events for COSCO BUSAN Incident cont'd

- 1143 – DFG personnel notify trustees in the area and sanctuary personnel that there has been a discharge of oil in the SF Bay and gave initial quantity of 140 gallons.
- 1202 – USCG response personnel sent to begin SCAT operations in San Francisco along the marina waterfront.
- 1205 – DFG investigators are on USCG boats to board the Cosco Busan.
- 1210 – Press conference held at YBI with CalTrans, DFG, and USCG.
- 1229 – SCAT reports from USCG that piers 28-30 clear of visible oil. Piers north of Bay Bridge along SF waterfront sheen and black oil globules.
- 1244 – UC receives trajectory from NOAA where oil is expected to move.
- 1246 – Command and General staff meeting
- 1251 – MSRC Ops Chief on scene.
- 1310 – Oil is observed on Alcatraz Island
- 1327 – Protective boom placed at Pier 39, seal cove.
- 1340 – USCG notified East Bay Regional Parks.
- 1355 – State Parks supervisor Dave Mathews reported oil washing up on Angel Island State Park to Lt. Roberts.
- 1358 – Lt. Roberts contacts Sacramento Liaison, Al Storm to notify local California State Senate and Assembly members of the oil spill in the Bay.
- 1406 – Lt. Roberts relayed to UC that Alcatraz Island is requesting air monitoring. Roberts contacted IH Bob Ford.
- 1415 – Lt. Roberts asks that responsible party IC be identified and be present in command post.
- 1430 – Unified Command waiting for over flight of area to give real time assessment of affected area. Weather is still prohibiting over flight.
- 1600 – Unified Command is officially established and objectives meeting is held.
- 1649 – DFG team is still on vessel Cosco Busan doing comprehensive investigation of the ship's tanks to determine the most accurate volume of fuel oil that was released (IFO 380).
- 1700 – DFG OSPS and ship's chief engineer determine that approximately 1375 barrels (just less than 58,000 gallons) of fuel oil had been discharged into the SF Bay. Unified Command agrees on the number.
- 1715 – Lt. Roberts updated Bud Leland of new quantity of product spilled.
- 1730 – UC decides to discontinue on water recovery operations at night due to safety concerns.
- 2000 – Conference call with Lt. Roberts, Deputy FOSC Swatland and California regional OES personnel. Information was passed on in this meeting.
- 2100 – USCG issued a press release (not UC approved)